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## Intimations

**1.**—Master or his deputies. It will be obliged to be on registered Pilot Boat, to convey the vessel to the place to place within the limits, and return, belonging to either Customs or Harbours, to the Master's Departments, with such stores as may be wanted for either Light-house or Light-ships.

**2.**—Every Licensed Pilot Boat shall pay a fee of Twenty Tails for renewal of license on the first of July each year.

**3.**—In case of a Pilot going off in a registered Boat, he will be authorized to carry the Pilot Boat Flag during the time he is on board; but no Pilot is authorized to cruise in an unregistered Boat, without special permission from the Harbour Board.

**4.**—The owner or hirer of any unregistered Boat making use of a Pilot Flag, without having a Licensed Pilot on board, shall be liable to a fine of £100.

whom he is amenable, or whose Pilot National Ensign he has the right to use.

6. A registered Pilot boat is not permitted to fly the Pilot flag, save when it is either a Licensed Pilot or certificate holder on board.

GENERAL REGULATIONS IX.

Flags to be exhibited on arrival.

When nearing the anchorage the shall cause to be exhibited—

A Red and White Flag (No. 3), vessel is from Hongkong, Japan, or Chinese Port.

A Blue and White Flag (No. 2), if any Foreign Port.

A Yellow and Blue (No. 10), if the is in ballast.

A Red Swallow Tail (No. 5), if the vessel has gunpowder or other combustible board.

1.—The duties of the Harbour Master, where such exists, will be to take charge of vessels at the outer limit of the anchorage berth them in accordance with the orders received from the Harbour Master's Office, take charge of vessels ship to ship, going in and out of dock, or to or from a wharf or out of the anchorage, to assist and report to the Harbour Master's Office all matters concerning the shipping in Port, and the conservancy of the Harbour.

2.—In berthing vessels the Harbour Master will, as far as possible, meet the wishes of Commanding Officers and Consignees, and the entrance, working or clearance of vessels taking berths not assigned to them shall be stopped by the Customs until the Harbour Master's orders are complied with.

3.—Vessels are to moor in accordance with orders received from the Harbour Master, and they are not to remove their anchorage without his permission.

4.—The Harbour Pilotage Fees payable by vessels are as follows:

Shifting a vessel's berth; taking a  
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full.

HE "FLEETING POINTS OF CHINA  
1. & JAPAN," AND "NOTES &  
QUEERIES ON CHINA AND JAPAN."

EXTRACTS FROM REVIEWS.

(From the "Straits Times," July 27, 1891.)

Some time ago we had occasion to refer  
upon the progress that Literature as re-  
sented by the Press had made amid  
making in the East, and our attention  
again been called to the subject by the  
ceipt of a Hongkong publication which  
deserves some notice and which we  
much pleasure in introducing to the know-  
ledge of our readers. We allude to a  
and Queries on China and Japan, published  
monthly by Mr. de Saint, the proprietor of the  
Chinese Mail and Steamship Company.  
is well printed and clear. This publica-

The sample is very like his well-known ink-sake or prototype at home, and is equally mine containing very curious and useful information regarding the language, literature, history, manners and customs of the Chinese and in a less degree of the Japanese. It says a good deal for the extent and stability of the feeling of European interest in China, that such a publication as this should be established and conducted with apparently successful vigour.

The publication is altogether a very interesting one, and wishing it every success.

We acknowledge with thanks the receipt of the numbers for the current year of "Notes and Queries," a most desirable Anglo-Chinese monthly, edited by Mr. B. Denny, whose "Treaty Ports of China and Japan" are so well known. From the names attached to the "Notes" we can see that the contributors include some of the best Chinese scholars in the East. Its interest is not confined to China, and it

have directed their attention towards the subject of Buddhism and its literature, generally to all who are interested in mental antiquities. It deserves to be known in India.

(From the "London Examiner," March 16, 1868.)

This really useful volume ["Treaty of China and Japan"] is intended as a guide for travellers and residents in China and Japan, and as a book of reference.

account, historical and political, of all the open ports of these countries, together with Peking, Yedo, Hongkong, and Macao; has been carefully compiled and edited by Mr N. B. Denny; and the elaborate and plausible, with which the work abounds, considerably enhance its value. \* \* \*

We have thus given in outline some of the more prominent portions of the work devoted to Canton, as a specimen of the whole volume.\* Other chapters treat of Macao, Formosa, Ningpo, Shanghai,

only enumerate. The pages describing Peking, the capital, are so interesting, contain so much that is new to European readers respecting its history, public buildings, and general characteristics, that would fain transfer them to our columns. A complete and intelligible plan of the Imperial City and neighbourhood, gives us an accurate notion of the relative position of its divisions, streets, and places.

In the introductory chapter to the notes of the Treaty Ports of Japan will be found a succinct history of that Empire, trace-

and limits, which will be found particularly interesting as throwing a considerable light on a part of the world so long entirely, still comparatively unknown to Europe.



